UNCLE SAM'S EX-SAILOR MEN DO-ING WELL IN CIVIL LIFE.

Streng-Willed Pellows Who Can Save Their Pay Find the service a Good Place to Accumulate Enough to Give Them a Start When Their Time Expires—Soldiers Try It, Too. Washington, Dec. 25,-Many men of a frugal bent enter the army and navy of the United States in order to save money for business ventures in civil life after an enlistment or two. Very few of these men fail to do well when they don'the uniform of Uncle Sam and begin life anew with their savings. The nerve and which hold them to their purpose

during their varying periods of service in the land or sea forces, and which steadily prompt them to give extravagance and dissipation the go-by while so serving, generally carry them through when, with disciplined minds and bodies, they start off on their own book as independent citizens. An enlisted man who behaves himself during a cruise or two in the mavy may leave the service with a bit of money such as he might never have been able to accumulate at his line of work ashere. That mayal sailors have begun to apprehend this fact during recent years is shown by the constant annual increase in the amount of enlisted men's deposits with the naval paymasters. At the end of each month, when monthly money is served out to the crews of warships, the enlisted man in the navy may deposit with the paymaster of his ship whatever portion of his wages he elects to save. Interest at the Government rate is paid him on these deposits. There is no possible way by which he can draw the money so deposited from the paymaster before the termination of his cruise There is a similar system in the army.

uejackets are very much better paid for their services than soldiers, their wage scale ranging from \$16 to \$70 a, month, according to their rate aboard ship. But the temptations to pay-day whirls of dissipation are stronger in the navy than they are in the army, and the difficulty of saving money is therefore greater. The saving men in the old navy, and in the old army too, for that matter, rarely looked higher, when they concluded that they had had enough of the service, than the opening of groggeries for the patronage of their exshipmates and swaddles. But the marked improvement in the class of men who bave entered both services during the past decade has changed all this. Scattered all over the world to-day in important ports from Naples to Nagaanki, are ex-sailors of the United States navy carrying on reputable and lucrative business enterprises, and there is a surprisingly large number of ex-soldiers of the regular army of the United States in business, and even in professional life, from Maine to California

Last summer a party of officers from an American man of-war anchored in the harbon of Marseilles entered an exceedingly rich-looking and tastefully arranged cafe on one of the leading thoroughfares of Marzeilles for luncheon. The luncheon was perfect, wines excellent, the service unusually good and the prices very moderate. The café was filled with a high class of patrons. A couple of the officers noticed, when they were about through with their luncheon, a broad-shouldered young man of 30, with a decidedly Irish face, engaged in giving directions to an employee who were the general look of a steward. The officers gave a start of surprise and one of them sent the waiter to the Irish-looking man, who was attired like a finished boulevardier, to request him to come over to their table. He came and smiled and saluted when he recognized a couple of the older officers.

"Why, hello, Shaughnessy," said one of the officers to the Irishman, "when did you get into port, and why aren't you in uniform, according to regulations!"

Shaughnessy, ex-quartermaster of an American man-of-war now on the China station, smiled easily and saluted again. "Sure Of've been in port for three year now,

more's the joy av it," said he, "Oi was paid me last cruise." "Well, Shaughnessy," said the officer, "you look prosperous, and you must be to be dining

Shaughnessy scratched his head and grinned. "Well," said he, "Oi own the istablishment,

The ex-quartermaster tickled the palates of The ex-quartermaster tackied the palates of his former official superiors with some very royal Johannisberger of his private stock before they left. He told them that he had invested the -avings of his nine years of sea service in a small café in an obscure street in Marseilles nearly three years before. The venture had been a go from the start, thanks to the patronage of itinerant Englishmen and Americans who discovered that Shaushnessy knessy. had been a go from the start, thanks to the patronage of itinerant Englishmen and Americans who discovered that Shaughnessy knew how to serve up a chop or a steak in the right way, and a year before he had moved into his present swell establishment.

"Of ve got more money thin Oi know anythin' about," said Shaughnessy in a matter-offact tone.

fact tone.
"What would you sell this place out for?" inquired one of the officers,
"Divil a sou under 250,000 francs," replied

"Divil a sou under 250,000 francs," replied the ex-tar.

A former chief boatswata's mate of the United States Navy is now one of the wealthy men of Villefranche, France. About seventeen years ago, during his first cruise on the Mediterranean station—he was then rated simply as a scaman—he married a young woman belonging to a good middle-class French family. The young woman was frugal and thrifty and she took good care of the sailor's \$50 a month when he was promoted to the rate of chief boatswain's mate. On account of his marriage and his excellent record the chief boatswain's mate was permitted by the Navy Department to transfer from one ship to another on the Mediterranean station, and he has never been in the United States since he first went out to that station on an American man-of-war.

and he has never been in the United States since he first went out to that station on an American man-of-war.

He invested the savings of a couple of three year cruises in a high-grade millinery establishment, which his wife conducted to their mutual enrichment. After another cruises he bought out a wholesate wine house. He put in one more cruise, and then out the navy a couple of years ago. He owns several hundred acres of choice vines, any amount of real estate, has managers to carry on his two business enterprises—the millinery establishment and the wine house—and lives handsomely, with a large income, surrounded by his large family. His eldest daughter recently married a wealthy merchant of Lyons. To one of his old shipmates, now in this country, he writes that he is going to send both of his boys to Oxford when they attain the proper age, and then pack them off for the United States to acquire self-reliance and the art of hustling.

A down-east Yankee ex-man-of-war's man named Zeb Bedford put in two cruises in the United States Navy for the sake of the wages in the service, and the opportunities for a level-headed man to save the wages. He was a chief gunner's mate during his last cruise. His shipmates guyed him for saving practically every cent of his money except his trifling mess bills, but he permitted them to guy and followed his path. At the end of his second cruise he quit the navy at Yokohama with \$2,000 in savings. He employed a dozen skiltul Japanese men to make curios and souvenirs for him, paying them wages that were purely nominal. He had them make portraits of George Washington, about a foot in height and breadth, of colored feathers, and he sold them by the score, at 50 yen aplace, to the very man-of-war's men who had rideuted him for his savings propen. He had them make portraits of George Washington, about a foot in height and breadth, of colored feathers, and he sold them by the score, at 50 yen apiece, to the very man-of-war's men who had ridiculed him for his saving propensities. Then he branched out, and had his largely amplified force of feather workers devise the flags of all nations out of the colored feathers. These he would sell for his money to the saliors on the ships of all nations in the harbor of Yokohama, merchantmen and naval.

Zeb Bedford made a mint of money at this sort of thing, and theo, still carrying on his feather-working business, he opened a general curlo emporium on a large scale in Yokohama. His establishment, run on good business principles, was a distinct success from the go-off, and he began to ship Japanese curios by the wholesale to the markets of the world. Bedford is a pretty rich man to-day, and has prosperous surfo emporiums in three other Japanese cities besides. Yokohama—is obe, Hakodate, and Nagasaki. Whee his former shipmates who used to laugh at him for his stinginess while in in the service, go broke while on a drunk in Yokohama, they look up Zeb Bedford, and he never fails to fix them out all right.

A paymaster's yeoman, serving on an American man-of war on the Chima station, got into a mix-up with he paymaster a few day's before his time ran out, and he decided not to an power in the navy as he had intended doing. He had been extravagent throughout his cruise, and he had only a lew dollars when he was paid off at Shanghai. He went asfore at Shanghai do look for a job clerking. A higher of Chinese opinm shippers employed him at a salary of \$100 a month. The ex-man-of-war's man infused some American bustic and some original ideas into the business, and in less than three months after he left the navy at Shanghai in a huif, expecting sooner or later to get down to the level of a beach comber, he was the manager of the firm at a salary of \$100 a month in the country that ment an old colored woman came up and said to for thing, and then, still carrying on his her working business, he opened a general of cupportium on a large scale in Yokohama-establishment, run on good business principation on the large scale in Yokohama-establishment, run on good business principation on the large scale in Yokohama-establishment, run on good business principation of the world. Bedford is a tip rich man to-day, and has prosperous of emportums in three other Japanese cities des. Yokohama-rabe, Hakodate, and asaki. When, his former shipmates who it to laugh at him for his stringiness while in the service, go broke while on a drunk in the service, go broke while on a drunk in the service, go broke while on a drunk in the service, go broke while on a drunk in the service, go broke while on a American hosts of the rabe in the service, go broke while on a American busts and off at Shanghai. He went asfore at good and the results of the navy, as he had intended doing. But had only a lew dollars when he was off at Shanghai, He went asfore at against to look for a job clerking. A high of Chinese opium shippers employed him a salary of \$100 a month. The ex-mannofis man infused some American busts and or orders and mover to a place of safety. But of Chinese opium shippers employed him and the ment manufactor of the firm at a salary of them manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the firm at a salary of the manager of the f

parting put in two or more crules. They plad about es 50,000 in savings among them, all barling put in two or more crules. They plad in San Franco on \$40,000 schooler they think in San Franco on \$40,000 schooler they think in San Franco on \$40,000 schooler they bear and in San Franco on \$40,000 schooler and loading her with calico, beads, guns, kaives, and the like for a trading cruise in the South Seas. They were gone from San Francisco for two years, and when they finally pulled into the barbor they divided equally the net profits of the crules, \$50,000,000, made movily in conchast in Los Angeles, leaving a fortune of \$200,000 in Los Angeles, leaving a fortune of \$200,000 in Los divided equally the net profits of the crudes. South Sea trading, and they are all very wealthy men.

Two gunner's mates, Luke Shughrue and Edward Timmons, took their discharges at Cape divided they are the south sea trading, and they are all very wealthy men.

Two gunner's mates, Luke Shughrue and Edward Timmons, took their discharges at Cape divided they are season to the business of gold cropped out in the Transvasi. They made money at the business, and they happened to be around when the first ledges of gold cropped out in the Transvasi. They made money at the business, and they happened to be around when the first ledges of gold cropped out in the Transvasi. They have been an expert at the souther to see some of his old shipmates on the receiving ship between the theory are season were severe heads on the receiving ship by termont at the Brookyn Navy Yard. There were some of his old shipmates on the receiving ship by termont at the Brookyn Navy Yard. There were some very severe heads on the receiving ship by termont at the Brookyn Navy Yard. There were some of his old shipmates on the receiving ship with the ship and the ship

THE INSATIATE MISSISSIPPI. How the Father of Waters Took Away a Law

From the St. Louis Globe-Democrat No use talking, the Mississippi River is the nost contrary thing on earth," remarked Capt. S. H. King of Greenville, Miss. "During the civil war, it will be remembered, there was a double bend, much in the shape of the letter S. of the river at Vicksburg. Gen. Grant, you know, wanted to change the course of the river by cutting a channel through De Soto peninsula, thus cutting off the upper bend and causing the river to flow straight across below Vicksburg and leaving the town high and dry. Grant could then have sent his gunboats by Vicksburg and escaped the shelling from the 'upper bat teries' of the Confederates north of the town. He put Gen. McClernand and several thousand men to work at cutting this channel across the peninsula in front of the town, and they worked for some time, notwithstanding the harassment from the 'lower batteries' of the enemy. But the contrary river wouldn't show the least desire of accepting such an artificial channel, anyway. The pian was finally abandoned and Grant's gunboats had to make the ran before both the upper and lower batteries. But in 1876 the Mississippi River, of its own accord, cut its way across its Solo peniasula below Yicksburg, but further up than Grant's artificial channel was started. De Soto peniasula is now be Soto Island, and the body of water in front of Vicksburg is now known as Contennial Lake, taking the name from the year that the Centennial was held at Philadelphia. This is only one of many instances showing how the Mississippi refuses to submit to the dictation of civil engineers and how it follows its own stubborn course, winding and washing its way here and there at its own will. he contrary river wouldn't show the

instances showing how the Mississippi refuses to submit to the dictation of civil engineers and how it follows its own stubborn course, winding and washing its way here and there at its own will.

"By the way, the Mississippi washed several thousand dollars out of my pocket in one night about fifteen years ago. At hat time I owned a row of houses which began almost three blocks away from the river in Greenville, Miss. One day a Government engineer said to me: "The river will some time wash away its bank here and your buildings will tumble in."

"Well, I laughed at him. The bank was seventy five feet high, and, besides, the river was quite low. One morning I awoke to learn that there had oeen a big cave in of the river bank the night before, and that a couple of my buildings had been carried away. I joined the crowd of people that rushed to the river bank to see this destruction. And, I tell you, I never appreciated the terrible power of the Father of Waters until I witnessed this scene. While I was standing there talking with friends another big slice of land, a block in width, crumbled away and fell into the river, carrying with it several more of my buildings. You can imagine her I felt, because I had been drawing an income of \$1,000 a month in rentals from my buildings. Now, over half of them were a mass of débris floating down the river, and my real estate was only so much dirt in the bottom of the channel.

"As I stood there watchin my buildings and ground a pa away into the river a clitzen approached me and said. "Captain, I'll give you \$1,500 for the remainder of your property." "No, I'll not take ess than \$2,000, said I. "The words had no more than left my tongue when there was another cave-in, and two more of my lots and buildings tumbled into the greedy rive. The clitzen then remainder of my broperty. By this time I had concluded to trust to luck and stand all losses, and I refused to sell at any price. I now had one lot and one building left. During the excitement an old colored woman came up and sai

me: "See heah, Cap'n, will ye give me dem brick

A PEST OF FIERCE WOLVES. NEBRASKA CATTLEMEN BUNTING

FOR MEANS OF KILLING THEM. The Bestruction of Cattle by the Gray Welver

n Serious Matter and Secondar Worse-A Convention to Consider the Subject-Feroctty of the Beasts -- Even Men Attacked KEARNEY, Nob., Dec. 23,-Owners of great herds on the ranges of northwestern Nebraska have come to the conclusion that something must be done to prevent the killing of so much tock by the wolves. This subject has been atracting more and more attention every year among stockmen. Some startling figures have een gathered during the past year by ranch owners in this part of Nebraska. They show that the loss from wolves is increasing in spitof everything stockmen have done to exter-

minate the pests. The largest range herds in the State are to be found to the north of this place. Owen Brothers have 10,000 cattle in this territory. Mark Hammond has a bunch of 15,000 divided into three herds; Abiton S. Serls of Chicago has big ranch with 5,000 cattle, and Marshall Field and other Chicago citizens have large interests in this territory. An estimate of the osses of cattle owned by members of the Northwest Nebraska Stockmen's Association has just been completed by Secretary Church. It shows that 15 per cent, of the herds are lost from year to year and 90 per cent, of the loss is attributed to the wolves. With the exception of severe and sudden storms, the wolves are about the only source of serious loss to the producers of range stock in this and adjacent States. The reports to the Secretary agree that the damage is increasing at the rate of 5 per cent. a year, and various foremen say that wolves are becoming as great a menace to range tock producing as jack rabbits are to agriculture in Australia.

The reports estimate that about 10,000 wolves are destroyed annually in the territory. Most of them are killed by poison administered by the employees of various ranches. Some countles pay a bounty of \$5 a scalp, but the bounty is declared to be merely a source of profit to professional wolf hunters, who travel about in the mountains, slaying the animals where they are most plentiful and then shipping them to counwhere the bounty is largest. The stockmen see no relief in this direction. In view of the fact that ranchmen have been trying poison without any material benefit, the reports agree that other measures are necessary at once, as the wolves are increasing in numbers. During the past year all cowboys who ride the ranges have been required to carry rifles and shoot all wolves to be seen. Some of the foremen propose that companies of sharpshooters shall be employed by the various stock associations of the West and that they shall ride the ranges in pairs and shoot woives. Incidentally they could map out dangerous places in the ranges where stock is lost, guard against cattle rustling, look after damaged fences and report anything calculated to damage the stock industry. This

calculated to damage the stock industry. This would be expensive, but it would enable individual, companies to do their work with fewer men. Another plan suggested is the employment of great wolf dogs to hunt the range in company with trainers and run down and kill the pests. This plan is not regarded with much lavor. The stockmen of this section have repeatedly had offers of packs of Irish wolf hounds guaranteed, to catch and destroy any wonf, however strong and wars, in a very limited time. But the men who know the wolves best are not inclined to look with favor upon this scheme. They assert that any wolf-hunting dog that was ever bred would be killed in one season on the ranges around here if he came into They assert that any wolf-hunting dog that was ever bred would be killed in one season on the ranges around here if he came into contact with a few heatithy specimens of the mountain wolf, such as come into this section every fail and remain during the winter. They are as tough as pine knots and as teroclous as tigers. They will frequently fight men aione and in packs are dangerous to range riders. They are as large as a bloodhound, and have fangs and tusks that are as sharp as knives. Two can run down and kill the strongest steer on the range. They awailly sneak up as close to the bunches of cattle as peasible and then rush down on the herd, scattering as they approach. Frequently a steer is knied for every wolf in a pack. They are not content with pienty of flesh to cat, but seem to kill for the satisfaction of the warm bood they find to drink, though when very hungry the packs clean the bones.

The common coyotes of the prairie, which abound in great numbers all over this part of the State are not dangerous to brailly cattle are not find to the batte are not dengerous to brailly cattle are not dengerous to braily cattle care not dengerous to braily cattle care not of the State are not dengerous to braily cattle care not dengerous to braily cattle care not dengerous to braily cattle care not content of the State are not dengerous to braily cattle care not content of the State are not dengerous to braily cattle care not content of the State are not dengerous to braily cattle care not content of the State are not dengerous to braily cattle care to the content of the State are not dengerous to brail the state of the State are not dengerous to brail the state of the State are not dengerous to brail the state of the State are not dengerous to brail the state of the State are not dengerous to brail the state of the State are not dengerous to brail the state of t

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abound in great numbers all over this part of the states, are not dangerous to thatthy cartie. It will be presented the state of the st

WIS GENEUS PRODUCED GUNS. The Inventor of the Springfield Hills Afterwa

From the Mason Telegraph. Few people know that the inventor of the fe mous Springfield rifle and the first breech-load-ing cannon lies buried in Rose Hill Cemetery in this city, yet such is the case, as official

record will prove.

Hiram H. Herrington wa perhaps the greatest inventor of gun the world has ever known as nearly all of those now in use in this and for eign countries, either cannon or small firearms are only improvements on his ideas, and had he peen less of a patriot and more of a money lover, tho e of his family now alive would be rolling in wealth. But he cared little for money and nothing for fame. His great mind was devoted to the advancement of the higher mechanics, mainly for his own gratifihigher mechanics, mainly for his own gratification at being able to serve his country. The archives at Washington alone can tell of Mr. Herrington's skill as an inventor and mechanic, and it seems strange that histori as have overlooked a man of such gre t genius, and especi lly one who had done so much for the good of his country. Many people are to-day reaning the rich rewards of this m n's work, while others re enjoying the honor of his inventions.

realing the field realists while others re enjoying the honor of his inventions.

Mr. Herrington was born at Springfield, Mass, in 1818, and died suddenly while at work in his shop at Macou Aug. 26, 1887. When 4 years of age he moved with his parent to Harper's Ferry. At the age of 13 he entered the United States Armory located at Harper's Forry as an apprentice, and after serving his time made and invented the first and original twist drill machine. This machine attracted widespread attention, and was soon in general use, although the inventor received little if any benefit from it, except that it brought him promotion, and he was soon made master mechanic and draughtsman. While holding this important position he was ordered by ex-Gov, Floyd, who was at that time Secretary of War, to make from his own plans the first breechloading caunon in this country. The Secretary had examined Mr. Herrington's plans and models, and decided that they were practical and valuable. It was is this gun that the firing pin or plunger, now in use in nearly all the sould arms, was first employed, and suppressing

and valuable. It was is this gun that the firing pin or plunger, now in use in nearly all the
small arms, was first employed, and gunmaking
was at once practically revolutionized. This
was adopted by the United States Government, and in 1896 or 1867 the Government
entered extensively into the manufacture of
the present breech-loading muskets and rifles,
which it has kept up with improvements ever
since. After this first gun had been put to a
severe test and found to be all that was expected of it, Mr. Herrington received orders
from the Secretary of War to manufacture a
breech loading brass cannon out of an old field
piece that was sent from Washington. The
design and principles of this gun were the same
as are now used by the Government in the manufacture of all large and small cannon.

In addition to the guns mentioned, Mr. Herrington made many valuable designs for the
Government, notably the muzzle-loading minic
musket, which every soldier in the late war
knew as the Springfield, Mass., where the guns
were manufactured in much larger numbers,
and after the armory at Harper's Ferry by
Mr. Herrington, but the Government, recognizing its value, had duplicate drafts made
and sent to Springfield, Mass., where the guns
were manufactured in much larger numbers,
and after the armory at Harper's Ferry was
abandoned the manufacture of the guns was
continued at Springfield, which gave them their
name, but the official records will show that
Mr. Herrington was the inventor and first
manufacturer of them. Even drafts of all the
tools, &c., used in manufacturing the gun were
sent to Springfield, which gave them their
name, but the official records will show that
Mr. Herrington cast his fortunes with the
South and resigned his very lucrative position
with the United States Government, although
strongly urged to remain. Had he consented to
remain he could have commanded any salary
he might have named, as his worth to either
side was absolutely incalculable.

The Confederate States Government first sent
him to Fa

CHRISTIAN ACIENCE GROWING.

its Followers Have Doubled in Number Preaching Was Discontinued. An interesting decision affecting the legal

datus of Christian Scientists was rendered a few days ago by Judge Pennypacker in the Common Pleas Court, Philadelphia, and it calls attention to the astonishing progress of this faith in the last two years. The First Church of Christ, Scientist, of Philadelphia, applied for a charter, and Judge Penny packer refused it on the ground that to become a member of this church the applicant must subscribe his belief in the doctrines of Christian science as contained in Mr. Eddy's book.

"If the purpose of the proposed corporation," saidJudge Pennypacker, "were only to inculcate a creed or to promulgate a form of worship no question could arise, because under the Constitution of Pennsylvania private belief is beyond public control, and there can be no interference with the rights of conscience. But it is quite clear that what is proposed is much more than church, since there is besides to be established a system for the treatment of disease to be carried into effect by persons trained for the

purpose who may receive compensation for their services."

Mary Baker G. Eddy was the founder of the Mary Baker G. Eddy was the founder of the organization, and Christian Scientists mow discisim the theory that she possesses supernatural powers or the gift of healing to an extent not attained by many other Christin. Scientists. The Boaton church, the First Church of Christ, Scientist, is regarded as the mother church, and its manner of worship is a model for every other church of the faith. The forming of Greater New York brings seven societies within its limits. The Church Economist says that within a short period the actual curolled membership of the Christian Scientists has doubled, mounting in round numbers from 150,000 to 300,000. Mr. Carol Norton, one of the leading Christian Scientists, was quoted by the Church Economist as as jung:

tists, was quoted by the Church Economist as saying:

"Just what is the cause of this remarkable growth is somewhat puzzling to thristian Scientiats themselves. They do not encourage active proselyting, relying rather on the dissemination of literature and the instances of Christian lealing, which they claim are wholly due to the Divine impulse. Much of the literature is sent through the mails, but is addition there are fifty-dight public reading rooms in the United States and Canada. Over 7,000 readers, missionaries, and bealers form the ministry of the organization. Thirty cities in this country are crecting Christian Scientist churches at the present time, the most noteworthy edifice being the newly completed Greek temple of the Chicago society. The organization is largely composed of thinking men and women, a strong element being physicians and lawyers. If persons who take enough interest in the organization to read its literature and attend its meetings were to be included in the grand total of membership, the aggregate, it is claimed, would be half a million. The greatest strides in membership have been made since the cessation of all preaching in 1885. For twen y-nine years the readers neilvered sermons of the same general evangedical character that distinguish other denominations. But for three years now the service in all the societies has consisted simply of readings, responsive liturgy, and expection of the Sziptures. There are two readers in each senerty, who conduct the service throughout. The office of reader is derived from a similar one in the societies has consisted simply of roadings, responsive liturgy, and expection and the surplementary text book, the Rev Mary Baker G. Ediy's Science and Health, with key to the Scriptures. Every member is a healer, though some may make a regular profession of professional missionaries who devote their entire time to mental and physical besting."

In the last year in this city there have been according to the police records, several deaths earing:
"Just what is the cause of this remarkable

In the last year in this city there have been according to the police records, several deaths that were reported at the Coroners' office as suspicious, and on investigation proved to be cases where physicians had been ignored and the patients had been treated by Christian solence methods.

EARLY DAYS OF THE ERIE. HOW GOV. SEWARD'S LAST MERSAGE

WAS BROUGHT TO THE SUN.

W. H. Stewart's Story of a Record-Breaking

Trip from Albany.-Experiences of a Plo-neer Conductor.-The Smash-Up That Wat Said to Be a Judgment on a Sauday Train. "I see by "THE SUN," said a former official of the Eric Railroad, "that my old friend, W. H. Stewart, the conductor who ran the first train through on the Eric from the Hudson to Lake Erie, is dead. He was the last of the pioneer railroad conductors of this country. His rem-iniscences of the early days of railroading were most interesting. He not only ran the first through train on the Eric, and the first train that was ever run on telegraphic orders, but he also brought to New York the first cargo o freight that came over the Erie, when the railroad was only forty-five miles long, between Piermont and Goshen, in 1841. He was then running with Capt, Daniel Tobias a freight boat on the Hudson River. The first freight train on the Erie arrived at Piermont from Goshen on Sept. 27, 1841. Conductor Henry Watson had it in charge, and he was the first freight conductor on the road. The freight consisted chiefly of butter, cheese, farm produce, dressed pork and from from the Monroe works and the Ramapo works. The company had engaged the Tobias oat to take the freight from Piermont to New York, and in that way Stewart came to run the original freight shipment over the Eric to this

city. In the fall of 1842 Stewart was em-

ployed by the railroad company as a conductor, being the fourth conductor in the employ of the

company, which now numbers those employees

by the hundred. "One of Hank Stewart's reminiscenceseverybody knew him as 'Hank'-was of the vay Joe Meginnis helped get Gov. Seward's last annual message from Albany to New York in advance of an opposition line, which consisted of stages on the east of the Hudson, con necking with the Harlem Railroad somewhere in Westchester county. That line, during the close of navigation on the river, had almost a monopoly of the trade between New York and Albany until a short time after the Erie was put in operation to Goshen. Then Anderson & Co., a well-known firm of stage-line proprietors. ppened a line between Albany and Goshen, in connection with the railroad. This became a strong rival of the East Shore line. There wa much controversy as to which was the quicker route, and at last the two stage companies agreed to put the question to a decisive test by the delivery in New York of Gov. Seward's message As soon as the message was read in the Legislature, a copy of it was obtained by a driver of a coach on each of the competing lines their instructions being to hasten its delivery at New York. The copy carried by the Anderson

their instructions being to hasten its delivery at New York. The copy carried by the Anderson line and the Eric Ralirond was to be delivered to The Sun and the other copy to the New York Herald.

"The railroad company was deeply interested in the result of this race, for if it proved that the journey between New York and Albany could be made quicker by way of its road and the connecting stages, the fact would go far toward making that route the popular one, largely to the benefit of the railroad, Hence the management had made every arrangement to facilitate the delivery of the Governor's message.

one, largely to the benefit of the railroad, Hence the management had made every arrangement to facilitate the delivery of the Governor's message.

"Joe Meginnis was chosen to make the fiving trip between Goshen and Piermont with his locomotive, the Little Orange—the fourth locomotive built for the Eric. As Anderson & Co. had made special ar angements to lessen their regular time between Arbany and Goshen on this occasion, and had provided the very best of horses at ten-mile relays to take the coach to Goshen, the stage would arrive at that place, it was expected, an hour or more carrier than its regular time. In expectation that the sound of the coach horn might burst on his ears at any moment, Joe Meginnis had his engine all ready to start as soon as the Governor's message was delivered to him.

"The Little Orange stood at the Goshen station puffing and snorting as if with impatience. The time when the stage should have arrived came and passed, but no stage appeared. An hour passed in suspense, and then the coach horn was heard, and a minute afterward the panting horses came dashing up to the station. The driver had gone astray in the Uister county mountains, and had lost an hour before he found the road again. The message was placed in charge of Joe Meginnis, and he pulled out at once for Piermont. Stewart used to say that Joe always declared that he would have arrived at Piermont uifteen minutes sconer than he did if Master Mechanic John Brandt had not been on the engine with him. Brandt was afraid to ride as fast as Joe was inclined to go, and the engineer had to obey his superior officer and keep the record down. As it was, he ran the forty-five miles in less than fifty minutes.

"A steamboat was waiting at Piermont, all ready to complete the trip, and it was quickly steaming down the river. According to Hank Stewart, The Sun must have been tolerably smart in those days, too, for it had put an editor and a force of compositors on the boat, with says and the decay to the sase arrived in New York The Sun Co

cases of type, and by the time the boat reached New York the message was ready to put to press as soon as it could be carried to THE SUN office. When the other copy of the mes-sage arrived in New York THE SUN containing the document had been on the street more than an hour. Thousands of dollars were won and lost on the result of that great race, and the Eric route to Albany was established as the outsidest and best

Erie route to Albany was established as the quickest and best.

"This pioneer conductor ran the first Sunday brain on the Erie, and it was run on Sunday because it was a milk train, and was only run after long ronsideration by the core pany and on the persistent less of milk train, and was only run after long ronsideration by the core pany and on the persistent less of milk train, and was only run and run and the persistent less of the first state of the persistent less of the first milk on Monday as well as any other day. This train met with a strange mishap one Sunday night. In those days the train crews on the Erie carried their own wrecking tools, consisting of a jack, block and tackle, etc., but if a train was four yours late the people at the Piermont headquarters would make up their minds that something must be wrong with it, and a crew would be sent out on a handear to hunt the missing train up and give its men a lift.

This particular night here is an expension of what was then known as Ward's Poud, a mile from Sloatsburg. The result was the throwing of the engine, two milk cars and the passenger car off the track and into the poud. The water was very deep and the locomotive was submerged all excepting the smokestack. One milk car was out of sight under water and the forward end of the other was deep in the poud. The passenger car was at the edge of the pond. The passenger car was at the edge of the pond. The passenger car was at the edge of the pond. The passenger car was at the edge of the pond. The pond. Conductor Stewart walked on the low of the pond. Conductor Stewart walked on the low of the pond. Conductor Stewart walked on the low of the pond. The work before the got a handear and the road gang and started for Piermont to Inform beadquarters of the accident. There were no frogs at switches in those days, and the change of rails was made by a moving bar. The switch east of Bialvelt-ville was open, and as the handear went rush ling some passenger car was a true and the road passenger car was a tr

KILLING NEGROES HIS MANIA.

From the Atlanta Constitution BRUNSWICK, Ga., Dec. 18.- When Glynn's Superior Cou t sits in adjourned term after the holidays, Selleitor-General John W. Bennett will face a trying alternative between incline

tion and duty.

He will be called upon to prosecute for a double small with intent to kill the son of a man who had avenged the murder of Solicitor Bennett's grandfather years ago. This was done by laying at the dying man's feet the head of the assassin who had shot him

ambush. The story, with other incidents which were related to a few when Curtis Higgiabotham was indicted for shooting, seemingly without provocation, two negroes, who now ver between life and death, is best told by one familiar with the facts.

During the civil war the elder Bennett was an

officer in the Confederate service. Enlisted in the ranks of his company was Frank Higginbotham, at that time a stalwart young man of daredevil courage. Higginbotham was devoted to Capt. Bennett, and this devotion was fully appreciated by the officer. One night while riding into the Confederate camp in Wayne county an assassin's bullet swept Capt. Bennett from his horse. He fell into the arms of his devoted friend, who had followed him afoot, Raising his eyes from the officer's face in a scarching glance around Higgin botham recognized through clump of parted bushes the features of a negro who had formerly slaved under him as overseer. Bearing Capt. Bennett into camp some distance away, Higginbotham left him to medical skill and disappeared.

The following day at roll call Higginbotham ild not respond. A search failed to reveal his whereabouts. He was published as a deserter,

did not respond. A search failed to reveal his whereabouts. He was published as a deserter, and punishment of death read out if he was captured. Two days afterward Higginbotham voluntarily returned. He was ordered brought to the Captain's tent, and there told this story! Having recognized the ex-slave who had shot his superior and friend, he followed him to his known refuce in the enemy's camp on St. Simon's Island. There, by posing as a Confederate deserter, he secured the privileges of the camp. The negro assassin was near him performing the dutles of cook. Higginbotham persuaded the negro to go up the beach with him for cysters. As they bent over to gather them Higginbotham's knife severed the negro's jugular vein, and he fell difeless before him.

Quickly severing the head from the body, Higginbotham rushed with it to his hidden boat, and, placing the ghastly evidence of an avenger's work near him, pulled for his own camp to tell the story and prove his devotion to one who had proved his friend. The trunkless head was ahown Capt. Bennett, and Higginbotham was released from the charge of desertion and the penalty which followed captures of deserters. A few days afterward Capt. Bennetted in great agony from his wound, and was borne to the grave by loving comrades. The head of his assassin was left behind for the carrion birds to feast upon as the Confederate Hegginbotham lived in Glynn county. He seemed never to forgive the negro race for the death of his friend, Capt. Bennett. To that secre he added more lives, and on one occasion killed two, bringing their heads to town. Sileking these on poles in front of a saloon, he waiked in and invited his friends to drink to the "dear departed."

in and invited his friends to drink to the "dear departagi".

In after days Pierre Lorlilard's yacht steamed into Brunswick waters en route to Jekyll Island. The chief engineer and Higginbotham became involved in a quarrel and the former was killed. On that day Lorlilard swore never again to ripple the waters of Ozlethorpe Bay with his yacht's prow or set foot on Brunswick soil—a pledge kept good so far.

Years rolled on, and finally the day came recently when Curtis, Higginbotham's son, shot two begroes while riding home. Time and other influences had in the meantime wrought changes that placed the younger Bennett in the Solicitor-General's chair. One of his first most important cases on the criminal docket will be to prosecute the son of his grandfather's avenger for an attempted double murder of negroes.

to prosecute the son of his grandfather's avenger for an attempted double murder of negroes, and in case one dies, now seriously ill, the offence will read "murder."

This attempt, as related by an eyewitness, was made by young Higginbotham one evening for no apparent cause. The two negroes, one a preacher, were standing near the rowinded talking. Young Higginbotham drove close to them and commenced shooting without either side having passed a word. One of the mon was shot in the loot and the other in the breast.

Higginbotham then checked up his horse and drove rapidly on, turning around in his seat occasionally to laugh at the wounded men.

Officers searched for him that night, but falled to locate his where abouts. The next day he drove into town and gave himself up. In an interview he stated that it was not his intention to shoot the p eacher, but he did want to shoot the other negro because he carsed him, and for that night the forms of the affect he had become to the carter o

NEGRO GOOD ENOUGH FOR HIM. Blahop Arnett Against "Afro-American" and

CHARLESTON, S. C., Dec. 24.—The members of he South Carolina Conference of the African Methodist Episcopal Church, at the session just closed in this city, went on record as being opposed to lawlessness and murder, to having the ministers go too far in the kissing habit, and to having the name "Afro-American" given to the race. The Bishop appointed the first Sunisy in January as the day for each preacher is the conference to deliver a special the subject of so much murder. They were also instructed to teach their congregation during the year the importance of being law-abiding citizens. Last Sunday the Episcopal clergy spoke on the same general text, and it is expected that the negroes will talk from the shoulder and defend the race to some extent.

Bishop Arnett, who presided tone of the sessions, took occasion to condems the kissing habit, and declared that it was bringing disgrace to the ministry. He told the young men not to go around kissing the sisters of their congregations and to treat all sisters allke. He said during his ministry he had seen so many preachers go astray from the kissing habit that he has to warn them all against it.

While the Secretary was reading a report he called attention to the fat that the Afro-Americans were making some progress in the United States. spoke on the same general text, and it is ex-

cans were making some progress in the United States.

"Who is that f' asked Bishop Arnett, and he was informed "the Afro-Americans." He replied to the Chairman of the committee by saying:

"We are trying to get away from our rave. (Negro's spelled with a capital 'N' is good enough for me, and none of you aught to object to being called a negro. I am also proud that I am an American citizen.

Bishop Grant, who figured extensively at the conference, was born a slave in Fiorida. His mother was owned by a plenter, and it was her duty to carry to the city the farm products to sell to the people. It was while she was returning one day from the village that the oy, now the Bishop, was born. It was said that he was born going, and he has been going ever since, He has risen from the plantation to the highest pl ce in the git of the church.

It Was Coupled to One of His Teeth and He

Hadn't the Nerve to Stop. From the Topeka State Journal. "Did you hear about my friend Bill?" said a trainman, "Well, that fellow has made me laugh more times than once. Not long ago Bill got a jumping toothache. He wants to have that tooth out, but he don't want to pay the money, nor he ain't got the nerve to have the thing done. All the same, that tooth is keeping him up at night, and Bill, he almost goes wild. 'Either me or that tooth,' says Bill, 'one or the other; I ain't going to stand this sort of life. All the same when Bill starts to go to the deatlst his knees begin to bend and he is so rearred that the tooth stops aching, but when he turns back and reaches the house the tooth is

dealist his knees begin to bend and he is so ecared that the tooth storps aching, but when he turns back and reaches the house the tooth is plugging him sagain.

"Now, Bill thinks of a great scheme. What does he do but buy a piece of strong string, say, you know this kind of silk thread, and he waxes that and ties it to his tooth, so tight that it can't come off. Then Bill walks down to the railroad station. You see, it was his idea to tie the string to a freight car, and then, when the train started it would jerk the measly tooth out. He finds the freight and ties the string to the coupler of the car, and stands around to wait until the train starts. Well, sir, he begins to feel chilly about the gills. The more he thinks of the time when the train is going to move the worse he feels. Every time the whiste blows he jumps. 'Well, I guess I'd better unite,' thinks Bill,' and come again another day;' but when he goes to loosen the string he finds it's no go, and he can't jerk the thing loose because the other end is on the tooth. Well, sir, that train begins to start, and fill he doesn't have the nervy to stand back, so he just trats on behind, like a little pup on the end of a chain. Where are you going, filly holiers a feller; 'you seem to be in a hurry'. Well, sir, Bill starts to swear itse mad, but he train is beginning to go a little faster, and he has to commence to lope like a lack rabbit. You see, the train had been going the just humped himself after that train like it was something he wanted bad. 'Say, mister, why are you running that way!' asked a brakeman, who got one the thing of course, that or of a guy made Bill imadder than ever, but he had to lope on.

"Lickly for Bill the train had to slow up for a cressleg, and while it stopped he borrowed a knife and out the string."

GAS DRIVING OUT STEAM.

A CHANGE THAT INCREASES THE OIL OPERATOR'S PROFITS.

The Decreasing Pressure of Natural Gasnomy of the Gas Engine-Experiments

of the Steam Engine in the Oil Regions. BOLIVAR, N. Y., Dec. 25,-The steam engine s being replaced by the gas engine in pumping oil wells, and the change will mean a saving of thousands of dollars every month to oil operators. In all the old oil fields that embraos the 400-mile stretch from Nile, N. Y., to West Union, W. Va., the gas pressure has been decreasing steadily, and on hundreds of leases it has been necessary either to burn crude oil or to buy coal and wood, all three expensive and requiring more labor than when natural gas is the fuel that generates the steam. For instance, here in Allegany county there are 4,000 oil wells producing on an average one-half barrel each a day. It is safe to say that more than two-thirds of the leases do not produce gas enough to supply the steam bollers with fuel. The yield of the wells is so small that the question of fuel is an important one. And the same condition prevails all over the old fields of Pennsylvania. Then the question of water for the boilers is an important one, as a supply is often difficult to obtain.

In these respects the gas engine has advantages over the steam engine. The amount of gas consumed by a gas engine varies from eleven to fifteen feet an hour per horse power, making the cost for a ten hours' run of a ten-horse power engine from 11 to 18 cents at 10 cents per thousand feet, or from 22 to 30 cents at 20 cents per thousand feet, the price varying between the figures named in different localities. As it usually requires only from one to three hours to pump off a string of old wells, the expense for fuel is reduced to almost nothing compared to the cost of crude oil, coal, or wood. On one lease

duced to almost nothing compared to the cost of crude oil, coal, or wood. On one lease near Bolivar consisting of eleven old walls there was not gas enough produced by all the wells to fire a boiler. After a gas engine had been set up it was found that the gas from only one of the wells was required to run the engine that pumps off the eleven.

During the past year more than 300 gas engines have been placed on oil leases and are doing satisfactory work. The engines vary from lifteen to fifty horse power, and cost about the same as a boiler and engine of equal power. Every big machine shop in the oil regions is turning out gas engines. The machine shops themselves are also using the gas engine to drive their own machinery. A machine shops at Olcan has reduced its gas bill from \$5 to 50 cents a day by using a gas engine in place of stoam. After a six months actual fest by metre it has been demonstrated at Bradford that a twenty-horse power engine can be run ten hours, doing actinal twenty-horse power work, at an expense of 22 cents for natural gas, which costs 10 cents per thousand feet in that city. The presses in nearly all the oil region newspaper offices are run by gas engines, and in one case a cylinder press and two job presses are run by a gas engines, and in one case a cylinder press and two job presses are run by a gas engine, and in one case a cylinder press and two job presses are run by a gas engine, and in one case a cylinder press and two job presses are run by a gas engine, and in one case a cylinder press and two job presses are run by a gas engine, and in one case a cylinder press and two job presses are run by a gas engine, and in one case a cylinder press and two job presses are run by a gas engine as and in one case a cylinder press and two job presses are run by a gas engine. The building, and the total expense for gas is loss than \$3 a month.

During the past year twenty of the Standard Oll Company's pipe line pump stations have

in Oil City is lighted by a dynamo run by a gasengine. The same engine also runs the elevator in the building, and the total expense for gas is loss than \$5 a month.

During the past year twenty of the Standard Oil Company's pipe line pump stations have been equipped with gas engines, and in all the new stations and in the old ones where new machinery is to replace the old, the gas engine gets the preference over steam. A Standard superintendent, after careful figuring, informed the writer that oil can be forced through the pipe lines with the gas engine at just one-four-teenth the expense of the steam engine, with either coal or gas for fuel. Less machinery is required and less labor. Where natural gas cannot be had, as is the case with some of the pumping stations, and where coal was formerly used, the gas enrines are supplied with gasoline, which answers the same purpose at a slight increase in cost over natural gas.

Of course the oil operator who has plenty of gas on his lease will not be in a hurry to throw aside his steam plant for a gas engine, for gas mgines are expendive, but the man who has gas to spare is graduelly getting to be the exception. The waste of gas in all the oil fields has been sinful and gradually the pressure has decreased to a point that may well alarm the owners of oil-producing territory, for it means that the gas has gone for good. It is like the pine forests that were stripped off before the oil man came; there is no second crop.

Few oil men believe that the gas engine will ever take the piace of the steam engine for drilling wells, at least not until many improvements have been made. A McKean county machinist is now at work on a gas engine that the oil region contractor is waiting for, and if it comes up to expectations it will revolutionize the engine basis the engine basis will explode gas at both ends of the cylinder and will be reversible. This is the engine that the oil region contractor is waiting for, and if it comes up to expectations it will revolutionize the engine ba

country. It is a gas eighte that uses gasoline country, it is a gas eighte that uses gasoline. Crude oil is run into the water jackot to cool the cylinder instead of water. The oil is heated by the not cylinder and runs off into a retort, where the gasoline, vapor separates from the other elements of the crude oil, condenses and is returned to be explieded in the cylinder of the engine. The expense of running this engine averages 14 cents a day. The Standard officials are so well pleased with it that they are having more engines built like it.

Gas engines require little attention. In the face of a steadily decreasing gas pressure from the wells the gas engine is proving a blessing to the oil man, for it keeps down the expense account and ewells the profits. It marks the beginning of the end of the steam engine in the oil country, as the first trolley cars marked the finish of the horse car.

THAT RIDE ON AN AVALANCHE The Survivor Tells of His Frightful Descent of Pike's Penk.

From the Colorado Springs Gazette. Joe Bradley, a miner and prospector of Cripple Creek, was brought into the city from Cascade yesterday in a balf-frozen condition, after undergoing a series of hardships and accidents on Pike's Peak in which he nearly lost his life. He was caught in a snowslide, or avalanche, together with a companion whose name he does

Pike's Peak in which he nearly lost his life. He was caught in a snowslide, or avalanche, to gether with a companion whose name he does not know, and was carried down the mountain side at the rate of fifty miles an hour until he was harded against a large stump. Crippied, severely bruised, and nearly frozon, he remained unconserous for several hours, and was finally rescued by a prospector who lives in a cabin on the nountain side. Bridey's companion could not be found after the fearful plunge, and it is thought 'hat he has perished.

Lying in his be 'with hands and feet bandaged, Bridey told the story of his awful experiences while endeavoring to reach this city from Crippie Creek by way of Pike's Peak.

"I started out from Crippie Creek for Colorado Siring last Friday noon," said Bradley, "and as I had some husiness at the Strickler tunnel I thought I would climb over Pike's Peak and then walk down the circolad for health of the work and the walk down the circolad work and as head on the work and as head on nearly in the sinckler tunnel. We then climbed on nearly in the summit, but as we did not know the trail and the snow was so deen, we wandered away from it. We climbed to the top of an eminume and were discussing the best way to proceed, when sudicing it seemed as if the entire side of the mountain was falling. We realized that a snowshide had occurred and we were caught by it, but we could do nothing. I lost sixth of my partner in the blinding snow, and though it must have been a very short time before I struck the big stump, yet it seemed as if the entire side of the mountain was falling. We realized that a snowshide had occurred and we were caught by it, but we could do nothing. I lost sixth of my partner in the blinding snow, and though it must have been a very short time before I struck the big stump, yet it seemed an arc.

"The avalanche shot down the mountain side at a terrifle rate of sneed, and was too